(ख) इन स्कीमों के लिए लगाई गई शर्तों को पूरा करने में कोई व्यावहारिक कठिनाई नहीं है ।

(ग) प्रश्न नहीं उठता ।

(घ) प्रत्येक परियोजना की वास्तविक प्रगति को ध्यान में रखकर धनराशि अवमुक्त की जाती है ।

Security Norms prescribed by NAAI for Airport

3128. SHRI KAMAL MORARKA : Will the PRIME MINISTER be pleased to state :

(a) whether Government's attention has been drawn to the news item, which appeared in Indian Express dated 22-6-1993 captioned 'Where Birds, men defy pilots';

(b) if so, whether all the Airports in the country conform to the security norms prescribed by NAAI;

(c) if not, the details of the Airports where the pilots face a lot of bird menace and other problems; and

(d) what steps are proposed to be taken to ensure safety at the Airports ?

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE (SHRI MALLIKARJUN) : (a) Yes, Sir.

(b) The Defence airfields are not covered under the security norms prescribed by NAAI.

(c) and (d) Thirty (30) Indian Air Force airfields are considered to be flight safety environment risks and have been categorised as follows on the basis of degree of risks involved :—

Category I (Maximum)	Category II (Medium)	Category III (Low)
Gwalior	Agra	Uttarlai
Ambala	Pathankot	Srinagar
Hindan	Gorakhpur	Yelahanka
Jodhpur	Bhaitnda	Bagdogra
Tezpur	Jalsalmer	Lucknow
Dundigal	Kanpur	Guwahati
Sirsa	Chandigarh	Hashimara
Adampur	Jamnagar	Bidar
Pune	Kalaikunda	Bhuj
Bareilly	Halwara	Tambaram

Short term as well as long term measures have been formulated. Short term measures on bird menace inside the airfield are dealt with by ensuring a cleaner environment and reduction in natural vegetation thus reducing the causes which lead to food-gathering by the birds. These measures are continuously monitored.

Long term measures like creation of clean environment around airfields, construction of modern incinerators/modern slaughter houses/carcass processing centres/covered garbage points, shifting of open garbage dumps from the vicinity of the airfields, covering of open drains, establishment of covered fish and meat markets etc., have not made much progress primarily due to financial constraints.

Amount Spent on Development of Airports

3129. SHRI PARMESHWAR KUMAR AGARWALLA : Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state :

(a) what is the cost in terms of money spent on development of various airports of the country where different private airlines are allowed to operate, airport-wise ;

(b) what will be the cost of the facilities of airport, if these are developed now, where private airlines are allowed to operate between different airports ; and

(c) the amount of money being charged from private airlines for providing these facilities on the different airports of the country like air strips, terminal, office lounge, navigation facilities, parking facilities etc., airport-wise details ?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD) : (a) Air Taxi operators are allowed to operate to any airport which is open to scheduled operations of an airline. There are 5 international airports, 88 domestic airports and 28 civil enclaves in Defence airports in the country. It is not possible to give details of money spent on the development of each airport, as separate figures are not maintained airport-wise.

(b) No special facilities are required to be developed specifically for air taxis to operate flights to/from any of the airports where Vayudoot or Indian Airlines operate their scheduled flights.

(c) The charges levied by the National Airports Authority and the International Airports Authority of India at their airports for B-737 type of aircraft are annexed in statement I and II.